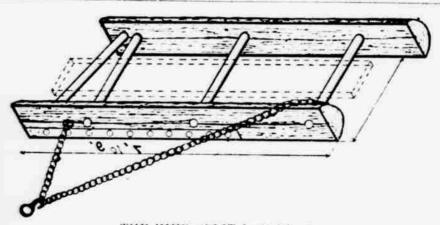
RURAL FREE DELIVERY.

It Has Grown From 44 Routes to 33= 000=-Expenditures from \$10,= 000 to \$20,000,000.

Rural free delivery as an adjunct to triers was 3,630; the collections were 546. the system have been so well demon- 125 houses, 570 population, 310 patrons strated that it will be extended and will and 77 boxes. These carriers during light drag you will use it oftener, and ed and and are taking hold of the propbecome not only a permanent, but one the past year delivered 10,000,000 papers of the most important features of the and 3,000,000 letters. In the country at

institution. It was then determined to fits of rural delivery are worth the cost, and the rural delivery project was rement in extending the system. It is becongress decided to play at the work of taining through the increase of postal rural free delivery, and appropriated business that naturally follows where \$10,000 by way of experiment: but this new routes are established. Postmaster General, Bissel, declined to use. The next year, 1895, the amount In the future, according to the new for a test was doubled. Mr. Wilson regulations of the postoffice department, was then Postmaster General: both he the roads must be kept in good, pass-

the postal service of the United States. The government paid out in salaries to has come to stay. It is no longer an Messouri carriers last year an average of experiment, in spite of the fact that it \$508.91 per carrier. These carriers last is regarded by many as a temporary ar- year cancelled \$100,000 in stamps. In rangement. The practical benefits of Missouri each route has an average of large there are now 33,000 rural routes: Rural free delivery originated with 2:300,000 families and 12,000,000 people John Wanamaker during his administraceive their mail through this service. tration as Postmaster General, but the Where no rural routes exist it has been postal telegraph was opposed by the shown that the postal receipts have intelegraph companies: the parcels post creased but two per cent, and where by the expression companies, and the possible are in operation the increase is tal savings bank by the large financial nearly ten per cent. The general beneact along the line of least resistance, and public opinion sustains the govern. and back on the drag.

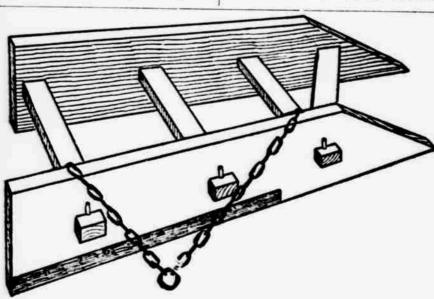


THE KING SPLIT LOG DRAG.

and postroads referred the question to the service is interrupted by the bad the next year, when \$50,000 was made condition of the roads, these roads must

gan in 1896, with 44 places and an inde- livery has been a great factor in giving terminate number of routes. Its first us better highways. Another factor is year's work was constantly hampered by the activity of merchants in the country lack of unity of organization, enthus- towns, who encourage the good roads iasm, or belief in the permanence of movement for obvious reasons. Still work. It took the farmers themselves another is the comparative cheapness of some time to become accustomed to the road making by improved methods and new convenience. It was a change with cheap materials. Taken together which only needed time and patience to all these forces are giving an impetus convince as to its benefits. It has been to the propaganda for first class country made plain that this service is a potent highways. These 21 rural routes in educational force; that it brings agri- Holt county surely means better roads, cultural life into far closer relations because the postoffice department will with the active business world; that it descontinue them unless the roads are keeps the farmers in daily touch with kept in passable condition. Uncle Sam markets and prices; that it advances agrees to deliver the mail to the Holt general intelligence through the in- farmer if he will keep the road so that creased circulation of legitimate jour- the carrier can get over it with reasonnals and periodicals. stimulates corres- able speed. If he neglects the road the pondence, quickens all interchanges, carrier will be withdrawn. promotes good roads, enhances farm The rural merchants help the good values, makes farm life less isolated and roads movement, because they realize more attractive, and unites with other that their business depends upon it. wholesome influences in checking and In our own little city of Oregon, as in changing the hitherto prevailing cur other towns of the state, the merchants

and the house committee on postoffices able shape all the year round, and where be improved at once or the service will The rural free delivery therefore be- be withdrawn. Hence the rural free de-



THE KING DRAG MADE WITH 2x12 OAK LUMBER.

rent from country to city. The national are offering prizes to the farmers who presence and thought of the people

12 routes pending.

lation to keep the roads in good order.

It was a change which only needed. The next factor in the good roads time and patience to convince as to its movement is the relative cheapness of benefits. As stated the appropriation road building now-a days. All our up several matters that were calling first made for this service was \$10,000; people are more or less familiar with their attention. and during the first year but 41 routes the King drag theory and many with. In the matter of the road petitioned were established, and up to September the practice. Mr. King in his lectures for by M. R. Walter, the court dismissed 1, 1905, there were 32 927 in operation, points out the essentials in good road the petition at the cost of this petitionwith 1,780 petitions for additional routes making as: That the road should be ers. pending. Messouri stands fourth in the oval, to insure drainage; hard, to pre- Thieman & Dankers were granted a list of states having rural mail service; vent cutting into ruts; and smooth, to license to keep a dram shop at Corning. Illinois first, having 2.563; Indiana sec- facilitate speed and transportation of George Hornecker presented a sub-



BEFORE BEING DRAGGED.

each rain, and working right up to his plan. neighbor's front gate. If it rains on | There are a number of ways of mak-

vived; this was in 1893. The next year's lieved that in time it will be self-sus- is so nominal that it is not worth con in diameter, split and place the two sidering. It is not patented, there is no halves 30 to 36 inches apart. Join them royalty, no graft, no chance for corrup by means of wooden cross ties, put on a tion and its value has been demon- chain, hitch the team nearer to one end strated over and over again in various than the other. The short end should parts of the country, and in our own be put through a hole made in the county and doubtless in your own town | center of slab to | revent the back slab ship. The expense of running a a four-tilting forward. Another plan requires wheeled grader is from nine to twelve the use of two oak planks, one foot wide dollars a day. It takes from six to and two inches thick, these being fasteight horses with from three to four ened together as indicated in the accommen. The road drag, an illustration of panying illustration. For ordinary which is found in this article, can be farm horses, a plank 14 feet long, cut in

> roads are dry, a time when most farmers available, a 16-foot or even an 18 foot have work to do on the farm. With the plank may be used. These planks may drag the best results are had when it is be placed anywhere from 30 inches to too wet to work on the farm. An hour's four feet apart, though the latter dis work after a rain will keep one-half mile tance is somewhat wider than is necesof road in splendid condition, and thus sary. Face the lower edge of the front secure a continuance of the rural route slab with iron, an old wagon tire will do along your farm.

are two reasons for this: If you use a that the railroads have become interestno man, no matter how moderate his osition in earnest. The Chicago & circumstances, will have an excuse not Northwestern secured the services of to drag on account of the insufficiency Mr. King to conduct a campaign in of his team. Now that these rout-s are lowa. So meritorious do the Chicago, to be put into service in a few weeks. Burlington & Quincy people consider we suggest to our farmers that in order the drag that the superintendent of the to keep them, each man should own his industrial bureau of that road has preown drag, and to use it faithfully after pared a booklet, fully describing the

Saturday, drive the family to church ing the road drag advocated by Mr. King His original method was simply The cost of making a two-horse drag to take a log from nine to twelve inches operated by a boy with two horses, two diagonally will be about heavy The grader can only be used when the enough, though when draft horses are A movable platform made out of inch So favorable has this simple, yet prac- lumber may be placed on the cross tical plan of road making been received | pieces, thus making room for the driver



A DRAGGED ROAD.

Comparative Statement of Holt County Rural Free Delivery,

POST OFFICES.	Class of Post office.	Routes Established, Amended or not Changed	in Operation		Length in Miles Served in Holt County	Area Sq. Miles Cov- ered by Each Route in Holt County	Each Route, Actual Count.	Served Now	No. Served Under a County System	Fotal Population of Routes County Sys-	Holt County
Oregon, C. II	3 1	Amended	กับเก	54500	ล้งลักสั	20 21 25 11 15	97 71 83	10°2 733 86	103 111 103 113	515 555 515 385 365	10
Forest City	4 1	Amended	22% 21%	1974	10.54	19 20 21	8	92 72	107 90 90 93	255 450 450 465	10
Mound City	3 1	Amended,	274 27 27	554	554	1500	119 101 63	119 101 63	90	450 460 450 465	然 经 经 经 经 经 经 经 经 经 经 经 经 经 经 经 经 经 经 经
Naitland	2	Amendeddo do Established	24°*	26%	28% 26% 27%	18	102	100	2.43	455 435 430	277
raig	3	Amendeddo do Established	25	50.00	2574	78899	95 91	101	103 117 92	515 585 460	117
tigelow 'orbes 'urzon 'orning lelwig discon'ue	4 1	Amended Established No Service do do	21	21 t	1	1,	91	196	127	405	125
Capler Cew Point Cortescue	1 1	do do do						1		1	
otal for County	21		20014	545 5-16	345-5-16	406	1141 1	195	NNS 10	0015	New

County Court.

The county court was in session last week, Monday being devoted as a board value of these advantages is incalcul- keep their roads in the best condition. to equalize the merchant's assessment, able. They are not theoretical, but In the month of April next, the Oregon and in this capacity, made a number of rea , direct, and immediate. In diffus Business Men's League will give \$100 in increases and those feeling aggrieved can ing them the beneficient agency of the prizes for good roads. This plan, it is have an opportunity to make it known government is brought into the daily thought, inspires the agricultural popu. to the board on the fourth Monday in September, 25th inst., when they will be in session as a board of appeals.

The court met on Tuesday and took

ond, with 2,001; Iowa third, with 2,161; heavy loads with slight strain on teams. scription of \$35.25 for the improvement Assessor Fitzmaurice. Missouri fourth, with 1,650, the Fourth | He considers the split log drag as the of the New Point-Fillmore road on what ered monthly by the Missouri rural car. that can be hauled by two horses. There | charge of John Planalp.

The court contracted with Andrew Meyer for the delivery of 10,000 feet of burroak bridge lumber at \$28.00 per

Esquire Carter filed his bond for \$1,-000 as constable of Forbes township.

The court having ordered the opening of the road petititioned for by W. S. Gifford and others, John S. Bi-by and T. F. McKee filed notice of appeal to circuit court, and filed their bond.

The court appropriated 830 to aid in improving the Huiatt-Oregon road, The court also appropriated \$50 to aid ers. in fixing the J. W. King road, in 35, 61,

The court appropriated \$270.83 for the county's half in making the current tax books; the state pays an equal amount. Frank Graham was appointed to assist in making the assessment by County

Congressional district having 139, with very best and simplest of road workers, is known as the Williams hill, and asked -Have you seen the beautiful cake ing regarded by a great many people as tinuous line, they would nearly reach It is said by those who have used the the court for a like sum, which was and salad plates Kreek & Hasness are a foolishly extravagant plan that looked from Forest City to St. Louis, and this The average number of pieces deliv- drag that the best is a light one-one granted and the work was placed in giving away? When in town drop in well on paper, but could never be distance will be traveled daily by the 21 and ask them their plan.

HOLT RURAL DELIVERY.

Complete County Service Will Be in Operation, Monday, Oct. 2, 1905.

Number of Rural Free Delivery Routes, 21; Total Length of Routes in miles, 545 5-16; Number of Families That Will Receive Mail Daily, 2,000; Number of People That Will Be Served, 10,015; Carrier's Annual Salary, \$720; 21 Carriers Total Salary, \$15,100; Area Square Miles Covered. 406: Number of Boxes Now Erected, 1141.

when the new carriers for the additional hands of an accommodating neighbor.

Through the loyal and most earnest mail at their very doors once a day and efforts on the part of Congressman without costing them a cent more than Frank Fulkerson, Holt county will, on they formerly had to pay when they ran and after October 2, 1945, have complete the chance of going to town on Saturcounty rural free delivery mail service, day, or of getting their mail at the

routes as follows: Craig, 1: Forbes, There is probably no department of 1; Forest City, 2: Maitland. 1: Mound the United States government that of-City, I and Oregon, 2, will begin their fers as inadequate reward as that of duties. With these additions Holt rural free delivery, Rural delivery, carcounty will then have twen y-one rural riers must needs be intelligent, energetic, routes with a total mileage of 546 miles, reliable. The duties devolving upon at annual cost of \$15 120. With the es them are responsible, since a rural delivtablishing of this county service in Holt, ery carrier is upon his route what a



OREGON'S VETERAN CARRIER, J. J. LUKENS.

this gives us three counties in this con grown within four years to a position service-Buchanan, Holt and Audrew. the farmers in Holt county receive their Congressman Fulkerson, as we have postmaster is to each permanent district. stated before, is mainly responsible for His little cart is nothing more nor less this complete service, backed by the good than a miniature postoffice on wheels. work of our people on the country roads. It is the sacred property of the United He is bending his best efforts to have States government in the sense that Uncounty service established in each of the cle Sam guards it with a jealous eye six counties in this congressional district while it is in service, defying the world by the end of the present year.

During the month of June of the pres

ent year Mr. Jesse F. Elston, special agent for the p stoffice department, came to this county under instructions to e-tablish complete rural service if possible. After weeks of the most dili gent and untiring efforts he was able to report that he had accomplished his pended in the purchase of a wagon, necwork, and on filing a complete map of all the twenty one routes, the order was made to go into effect on the 21 of October, and on August 26 all applicants for the position of carrier upon these additional routes, were ordered to report to the postmaster at Oregon for civil service examination, and as a result forty-one applicants reported. Their examination papers were forwarded to the department, and the results and ap-

their work on Monday, October 2. two out of Craig, 3 from Mound City, 3 is also under bond. Mr. Lukens' route from Maitland, 2 from Forest City and 1 is 231 miles, he serves 118 boxes, about from Bigelow, with a total of 300 miles. 125 families and over 600 customers. He In this article will be found handles more than 5,000 pieces of mail an elaborate comparative statement matter each month. Most of his cusof the rural free delivery serv- tomers on his route take a morning paice of Holt county, together per. He travels 1421; miles each week, with a map giving the complete new or an aggregate for the 52 weeks of 7,410. routes which will be in effect on the 2d or equivalent to ten round trips from proximo. This map the proprietors of Forest City to St. Louis if he were to THE SENTINES, have had prepared at follow the trackage of the Burlington great expense to them, and will doubt- Route. He is also required to carry

brought to a practical basis, it has carriers.

to impede its progress

It is not generally known, however, that the equipment of a rural delivery route is furnished by the carrier himself, and that the government does not advance a copper cent toward reimbursing rural carriers for the amount exesssary harness and horses and feed and the many other incidental expenses necessary. He must furnish all these on an annual allowance of \$720 per yearor about \$2 per day for self and team.

John J. Lukens, as before stated, is the veteran rural mail carrier of our county; he covers 2334 miles each day, except Sundays. There be no storm so terrific that he must not brave its dangers; no roads so bad that he must not somehow find passage over them. Uncle pointees will doubtless receive notice of Sam accepts no excuse. If Lukens is their appointment in due time to begin ill and is unable to leave his bed, yet must be go upon his route, figuratively. The first rural route established in the He is under bond to the government to county was on August 1, 1900, and was deliver the mail on each delivery day. twenty three miles in length from Mait- He is responsible for the fulfillment of land, and Robert Crider was the first his contract. If it is impossible for him to carrier. Following this came the estab- be upon the route, there must be anothlishing of routes 2 and 3, out of Oregon, er carrier, a substitute, furnished by with J. J. Lukens as the first carrier: him to take his place. This substitute less be greatly appreciated by our read- stamps, money order blanks, postal cards, and the general postoffice supplies. Mr. With the completion of this county Lukers' route is but an average one, and service, Holt county can boast of as there with 21 routes in the county it is but a oughly systematic net work of rural free problem in multiplication to ascertain delivery routes as can be found in our how many miles these carriers will travel state. Mr. Ellston, who had charge of in a week of six days or a year. His is the surveying of the new routes, after but an example of the life of a rural finishing his work here, went to other delivery carrier and all for \$720 per year, fields in this state, and felt greatly or but a small fraction over 82 per day. pleased over his success, for, from be- If these 21 routes were placed in a con-